expansion or development of the airport at which the fee is collected; or (c) investment in the equity in respect of the shares to be subscribed by the Authority in companies engaged in establishing, owning, developing, operating or maintaining a private airport in lieu of the airport at which the fee is collected or advancement loans to such companies or other persons engaged in such activities.

The rules namely Airports Authority of India (Development Fee) Rules are under process of formulation through inter-ministrial consultations.

Non-traffic revenue of AAI

2795. DR. ALLADI P. RAJKUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the non-traffic revenue of Airports Authority of India at Indira Gandhi Airport comprising of income from duty free zone accounts for only 22 per cent of its earlier revenue;

(b) if so, the reasons for this low percentage;

(c) whether it is also a fact that in other foreign cities like Singapore etc., it is as high as 70 per cent; and

(d) what are the steps proposed by Government to enhance this percentage of non-traffic revenue?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The non-traffic revenue at Indira Gandhi International Airport inclusive of duty free zone is 42.07% during the year 2004-05 (provisional).

(c) As per the statistics available from the 'Airports Council International' (ACI), the percentage of non-traffic revenue to the total revenue is in the range of 52% in the Asia Pacific region.

(d) Setting up of additional duty free shops and undertaking Ground Handling activities by Airports Authority of India are likely to result in increased percentage of non-traffic revenue. The IGI airport is also being restructured through Joint Venture route with private sector participation the process for which is in an advanced stage. The Joint Venture Company to which the airport is proposed to be transferred will be expected to

implement global standards of management of the airport which also include achieving optimum levels of non-traffic revenue.

Regulations for helicopter pilots

2796. SHRIMATI S.G. INDIRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of civilian helicopter crashes reported during the last one year;

(b) the reasons for the increase in number of copter crashes;

(c) whether it is a fact that one of the reasons cited for copter crashes was the inexperience of pilots;

(d) if so, whether Government are considering to implement stringent regulations for the copter pilots; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) During the year 2004, four helicopters met with accident.

(b) the increase in the accident of helicopters is due to increased operations of helicopters.

(c) The Government has accepted the Investigation Reports of two accidents. In one of the report, low flying experience of pilot was attributed as cause of accident.

(d) and (e) Directorate General of Civil Aviation (DGCA) had set up a Committee to look into and examine the requirements for helicopter pilots training. The Report of this Committee has been received on 10.3.2005. The DGCA is examining it to implement.

Delayed delivery of consignments booked for Kozhikode

2797. SHRIMATI S.G. INDIRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the consignments booked for Kozhikode at New Delhi Airport or other airports are being sent to Kolkata due to usage of code similar to Kozhikode and Kolkata;